Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVAL DATE

C.J. Sims
No. C46471
Exp. 6-30-19
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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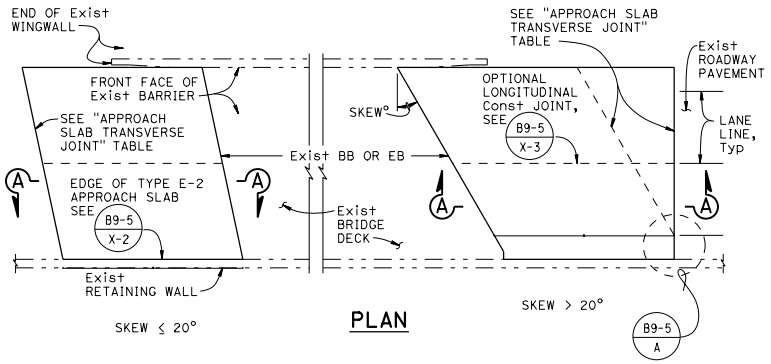
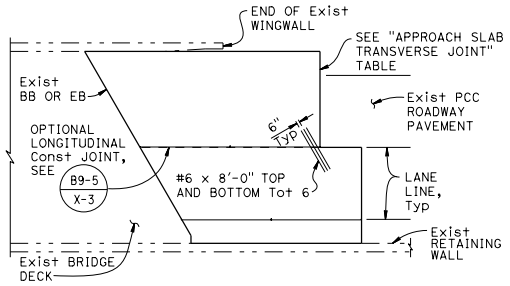
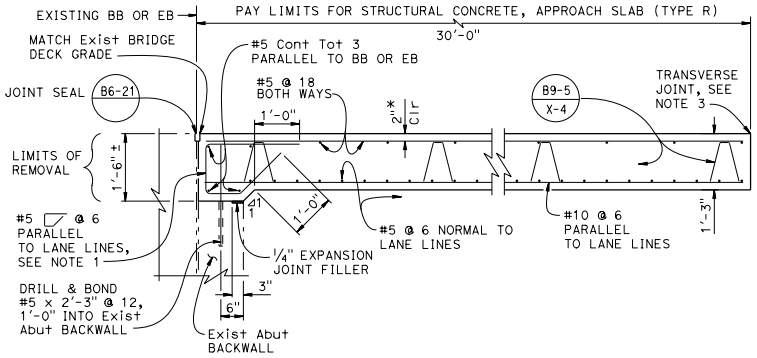


PLAN

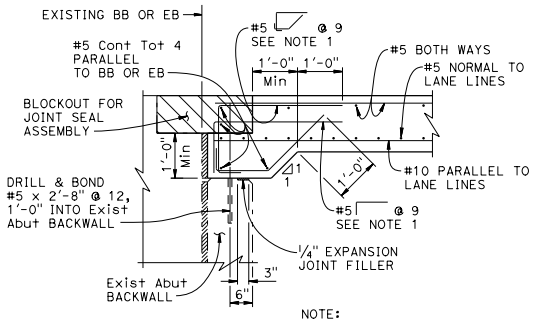


END STAGGER DETAIL

APPROACH SLAB TRANSVERSE JOINT		
APPROACH SKEW, x	WITH HMA ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
x < 20°	PARALLEL TO BB OR EB	PARALLEL TO BB OR EB
20° < x < 45°	PARALLEL TO BB OR EB (B9-5 A)	STAGGER AT LANE LINES 24' TO 36' APART, SEE "END STAGGER DETAIL"
x > 45°	PARALLEL TO BB OR EB (B9-5 A)	STAGGER AT EACH LANE LINE, SEE "END STAGGER DETAIL"

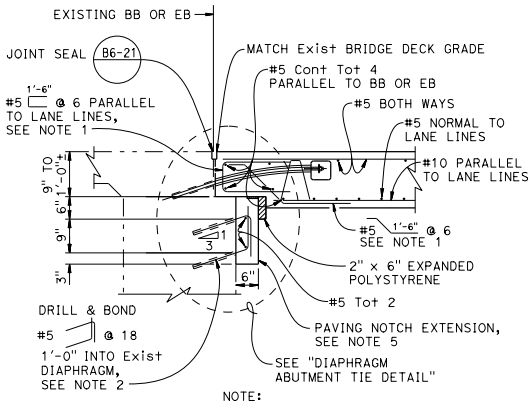


SEALED JOINT



NOTE:
For additional details not shown, see "SEALED JOINT"

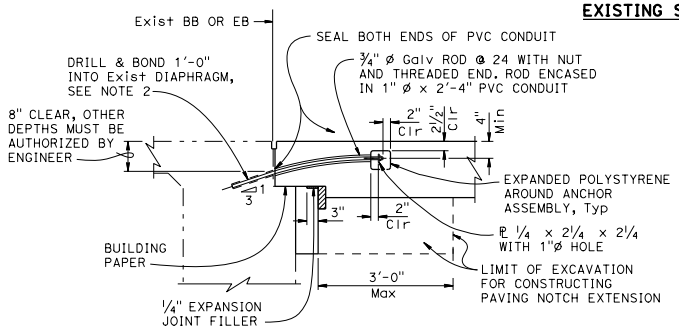
JOINT SEAL ASSEMBLY



NOTE:
For additional details not shown, see "EXISTING SEAT ABUTMENT"

EXISTING DIAPHRAGM ABUTMENT

EXISTING SEAT ABUTMENT



DIAPHRAGM ABUTMENT TIE DETAIL

SECTION A-A

NOTES:

1. For MR < 2", adjust reinforcement to clear sawcut for sealed joint. For MR > 2", reinforcement must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
2. Space reinforcement and abutment ties to avoid existing prestressing anchorages and other reinforcement in abutment, as needed.
3. Transverse Joint must be a minimum of 5'-0" from an existing or constructed weakened plane joint in approach PCC roadway pavement. Refer to Standard Plans P10 and P14.
4. At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along ℄ roadway.
5. Paving notch extension is required if existing diaphragm paving notch is < 6".
6. For details not shown, refer to Standard Plan B9-5.

LEGEND:

— - - — Indicates Existing Structure

* - All approach slab reinforcement shall be epoxy coated and top mat cover 2½" clear in Freeze-Thaw Area.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE APPROACH TYPE R (30)

NO SCALE

B9-2

1-29-18